Planning and Public Health

Opportunities for Collaborative Thinking, Planning and Design
Why is Public Health Important in Planning?

• American Planning Association (APA) says so.
  • Healthy Communities Policy
  • Plan4Health Policy Guides
  • Healthy Communities Collaborative

• New York State Agrees
  • “Health Across All Policies”
  • Age-Friendly Health System Initiative launched
Health Across All Policies (HAAP)

• Integrates health considerations into policymaking across all sectors to improve community health and wellness

• Recognizes that a community's greatest health challenges are complex and often linked with other societal issues beyond healthcare and traditional public health activities.

• Health improvement linked to social determinants of health and other complex factors that are often the responsibility of non-health partners (e.g. housing, transportation, education, environment, parks, and economic development).

Source: https://health.ny.gov
The Origins of HIA’s role in Planning:

• Led by APA’s Planning and Community Health Center in 2016, a project began to further the education, training, and development of HIA as an integral part of planning practice:

1) A report on the state of HIA in planning

2) An issue brief that highlights the value of HIA in planning practice.

3) A toolkit for integrating HIA into the planning process.
“I see more planners adopting the steps of HIA at the start of the planning process. As more and more planners recognize the need to address health— and many of the social and environmental determinants that shape it—the core aspects of HIA will become more integrated into planning practice. I believe such an approach will make it easier and better to deal with the increasingly complex challenges communities face. And who will benefit? We will— planners, our planning partners, and the citizens we serve.”

Carol Rhea, FAICP
APA President
What is Health Impact Assessment?

- Uses scientific data, health expertise, and public input to identify potential health effects of proposed decisions.
- Offers practical recommendations for ways to minimize risks and maximize opportunities to improve health.
- Gives decision makers information needed to help build healthy, safe, and thriving communities.
Six steps of HIA:
Maps created through a partnership between Health Impact Project and the Centers for Disease Control and Prevention's Healthy Community Design Initiative.
HIA Topics and Sectors

Variety of Sectors

**About 70%** focused on built environment, transportation, and natural resource decisions.

**Roughly 30%** focused on the housing, agriculture, climate change, criminal justice, economic policy, and other sectors.
Why Use HIAs?

• Help policymakers fully understand the health effects of proposed laws, regulations and programs
• Provide practical and relevant recommendations
• Increase policymaker awareness of constituents’ perspectives
Genesee Valley Greenway HIA
Genesee Valley Greenway History

The evolution of a transportation corridor to a 90 mile recreation trail system connecting communities and attracting visitors to some of the best off-the-beaten track locations in Western New York.

- 1840-1878: Geneee Valley Canal
- 1882-1964: Pennsylvania Railroad
- 1964-2000: Rochester Gas & Electric Utility Corridor
- 1991: Opportunities for Public Use
- 1993-2011: DEC, OPRHP, FOGVG Partnership
- 2011: The Greenway Becomes a State Park
- 2011: OPRHP & FOGVG Partnership
A recreation and multi-purpose corridor in the historic Genesee Valley

KEY PARTNERS
* Friends of the Genesee Valley Greenway
* NYS Department of Environmental Conservation (DEC)
* NYS Office of Parks, Recreation & Historic Preservation
* 16 communities in 5 counties (Monroe, Livingston, Wyoming, Allegany and Cattaraugus)

GOALS
* Public recreation
* Natural, historic, and cultural resource protection
* Economic development
* Community involvement
* Connections
Today the Greenway provides a diverse range of year-round outdoor recreation opportunities for residents and visitors alike. The trail is maintained and improved through a variety of volunteer and community efforts including: Trail Adopters, Outdoor Clubs, the Eagle Scouts, Kiwanis, BOCES & Service Clubs.
Role of the Steering Committee
Prioritizing Health Determinants

- Physical Activity
- Access and Infrastructure
- Safety
- Social Cohesion
Recommendations

Physical Activity

• Ensure accessible, safe, and maintained trails to promote physical activity.
• Promote trail use along the Genesee Valley Greenway.
Recommendations

Access & Infrastructure

• Develop protocols to capture baseline data on trail usage over time.
• Accommodate needs of all potential Greenway users, especially vulnerable populations.
• Maximize utilization of Greenway by encouraging infrastructure that connects with trail.
Recommendations (Cont.)

Safety

• Enhance traffic safety for all users.
• Trail/road intersections are advertisements for trail and must be kept to a high standard.
• Design road crossings to be safe and to mitigate pedestrian/cyclist accidents with automobiles.
Recommendations (Cont.)

- **Social Cohesion**
- Foster ownership and involvement in the Greenway.
- Initiate surveys on an annual/bi-annual basis for trail users/non-users local to the Greenway.
- Increase programming/structured activities to draw low-income and at-risk groups.
Monitoring & Evaluation

Planning & Public Health
$12.5 million in new funding has been awarded for seven Finger Lakes projects that support bicycle and pedestrian enhancements.

This new infrastructure investment, (part of $144.6 million awarded for 72 projects across the state), will support the construction of new multi-use bicycle and pedestrian facilities, new ADA accessible sidewalks, improved access to public transportation and enhanced roadway safety.

$1.2 million April 2019, $6.4 million (August 2019 awarded for new enhancements for the Genesee Valley Greenway

- Governor Andrew M. Cuomo
HIA Example Projects:
HIA Online Resources:

- American Planning Association (APA) – HIAs Role in Planning: https://www.planning.org/nationalcenters/health/planninghia/
- Center for Disease Control and Prevention (CDC) – Healthy Places: http://www.cdc.gov/healthyplaces/hia.htm
- Design for Health (DFH): http://designforhealth.net/hia/
- Human Impact Partners (HIP): http://www.humanimpactpartners.org
Transportation and Land Use HIAs

- **Atlanta Bicycle Share (GA)**
  - Identified the need to evaluate health outcomes of new Bike Share.
  - Health equity focus with examples that worked or needed improvement.
  - Public involvement recommendations: bike sites/outreach/education/

- **East Bay Greenway (CA)**
  - 12-mile Greenway creation potential positive health impacts/barriers
  - Identified affected populations low-income/minority
  - Primary/secondary benefits: Physical activity, social connection, lower car use

- **Atlanta Beltline (GA)**
  - Construct Beltline 10 years ahead of schedule
  - Used HIA to create greenspaces
  - Received $ one million grant from EPA to clean up industrial sites
  - Created policy team to ensure safety

- **Kern County (CA)**
  - Concerns of rural communities were incorporated in county plan.
  - HIA revealed need for increased active transportation infrastructure.
  - $2 million funding for pedestrian improvement/sidewalks was secured.
Town of Irondequoit

Active Transportation Planning
Where It Started

• 2014 Comprehensive Master Plan called out the need for improvements to pedestrian, bicycle, transit access

• Called out the need for Active Transportation Planning

• Provided basis for GTC UPWP funding application
Key Element: Multi-Modal

Transit

Bicycle

Pedestrian
Early Successes

• Include ATP recommendations in site plan approvals (thank you Planning Board!)

• Address pedestrian safety and high priority gaps in connectivity

• Capitalize on opportunities to enhance bicycle and transit experience
Site Plan Review

7:02 O’CLOCK P.M. PB1802-1
Upon the matter of request by Design One Architecture & Planning, acting as agent for Lacroix Properties, LLC, for PRELIMINARY / FINAL SITE PLAN APPROVAL, to construct an additional twelve (12) unit apartment building & service / office building, with site related improvements, on premises 75 CARRY LANE, and 74 Lacroix Court Drive, (La Croix Apartments) in an R-3 Residential District.

The Board granted Preliminary / Final Site Plan Approval subject to the condition of:
1. Permanently installing a bike rack.

7:03 O’CLOCK P.M. PB1802-2
Upon the matter of request by GRH, AEC, acting as agent for Culver St. Paul Convenience, Inc., for PRELIMINARY / FINAL SITE PLAN APPROVAL, to demolish the existing structure and construct a new one (1) story building with fuel canopy, an 8 x 10 storage structure with site related improvements, on premises 2417 CULVER ROAD, in an C- Business District.

The Board granted Preliminary Site Plan Approval; Final Approval is pending the following:
1. Installation of bollards on corner of building.
2. Submission of an updated lighting, utility, landscaping & storm water plans.
PLEASE TAKE NOTICE that a public hearing will be held at the Irondequoit Town Hall, 1280 Titus Avenue, in the Broderick Room on MONDAY, APRIL 23, 2018 AT 7:00 PM local time by the IRONDEQUOIT PLANNING BOARD to consider the following applications.

PUBLIC HEARING(S):
7:01 O’CLOCK P.M.  PB1804-4
Upon the matter of request by Fenity Associates, acting as agent for Giuseppe’s Restaurant & Pizzeria, for PRELIMINARY / FINAL SITE PLAN APPROVAL to construct a +/- 150 SF addition and to complete site related improvements to operate a restaurant, on premises 4605 & 4615 CULVER ROAD, in an C-Business District.

The Board granted Preliminary & Final Site Plan Approval subject to the following conditions:
1. Remove snow storage depicted on site plan in front of door of addition.
2. Remove snow storage depicted on east lot line.
3. Add solid or stamped concrete crosswalk connecting handicapped loading space to outdoor seating space.
4. Replace proposed post mounted light on west lot line with 12.0 full cut-off wall pack light on west wall of addition.
5. On parking located adjacent to new outdoor seating space, add a 2’ buffer space for snow storage which will amend the south parking spaces to be 9 x 20 in size.
6. Subject to the railing be installed at end of decking and to match existing.
7. Install in and out arrow pavement markings per site plan.
Town Speed Limit Reduction

• Speed limit reduced on town roads

• Expanded school zone areas with lower speed limit in session

• Widespread outreach and education (Know Your Speed)
Filling the Gaps

- Titus Avenue – No sidewalk between Gardham and Allwood on north side (most direct route between “town center” area and town hall campus)
Filling the Gaps

• Lake Shore Blvd – No sidewalk between connecting Camp Eastman
Transit Mobility

- RTS exploring transit hubs in Irondequoit
- Creation of mobility zone to offer alternative transit options
- Increase efficiency and expand services to encourage public transit use
WHO
Age-Friendly Livable Communities

- Outdoor Spaces
- Transportation
- Housing
- Social Participation
- Respect & Social Inclusion
- Civic Participation/Employment
- Communication & Information
- Community Support & Health Services
An Historic Age Wave (U.S.)

- 65 +
- 85+

In Millions

<table>
<thead>
<tr>
<th>Year</th>
<th>65+</th>
<th>85+</th>
</tr>
</thead>
<tbody>
<tr>
<td>1900</td>
<td>3.1</td>
<td>0</td>
</tr>
<tr>
<td>1920</td>
<td>4.9</td>
<td>0</td>
</tr>
<tr>
<td>1940</td>
<td>9</td>
<td>0</td>
</tr>
<tr>
<td>1960</td>
<td>16.6</td>
<td>0</td>
</tr>
<tr>
<td>1980</td>
<td>25.6</td>
<td>0</td>
</tr>
<tr>
<td>2000</td>
<td>35</td>
<td>0</td>
</tr>
<tr>
<td>2020</td>
<td>56.4</td>
<td>0</td>
</tr>
<tr>
<td>2040</td>
<td>82.3</td>
<td>0</td>
</tr>
<tr>
<td>2060</td>
<td>98.2</td>
<td>0</td>
</tr>
</tbody>
</table>

In Millions
2015
60+
reached 20%
U.S.,
NYS,
Monroe County
Rural Counties Change in # 65+ from 2010 to 2018

Population

<table>
<thead>
<tr>
<th>Counties</th>
<th>2010</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ontario</td>
<td>16612</td>
<td>19926</td>
</tr>
<tr>
<td>Livingston</td>
<td>8985</td>
<td>10387</td>
</tr>
<tr>
<td>Wayne</td>
<td>13363</td>
<td>15725</td>
</tr>
<tr>
<td>Genesee</td>
<td>9390</td>
<td>10300</td>
</tr>
<tr>
<td>Seneca</td>
<td>5472</td>
<td>6591</td>
</tr>
<tr>
<td>Wyoming</td>
<td>5723</td>
<td>7188</td>
</tr>
<tr>
<td>Orleans</td>
<td>6178</td>
<td>7277</td>
</tr>
<tr>
<td>Yates</td>
<td>4216</td>
<td>5172</td>
</tr>
</tbody>
</table>

American FactFinder Pop. Estimates 2018
Monroe & Erie Change in 65+ 2010 and 2018

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monroe</td>
<td>103594</td>
<td>128049</td>
</tr>
<tr>
<td>Erie</td>
<td>144364</td>
<td>165052</td>
</tr>
</tbody>
</table>

American FactFinder Pop. Estimates 2018
Older adults outlive their ability to drive by 7 to 10 years. (AAA/AARP)

“Loneliness & social isolation may represent a greater public health hazard than obesity, and their impact has been growing and will continue to grow.”

Dr. Dhruv Khullar, a physician and researcher from Weill Cornell.
2/3 65+ have 2+ chronic diseases.

“Existing housing stock is unprepared for...affordability, accessibility, social connectedness of older adults.” (Joint Center for Housing Studies of Harvard University, 2014)

90% of older adults want to age-in-place.
Key Take Aways

• Age-friendly planning and design is good planning and design in general. It promotes health for everyone.

• There is an opportunity for planners and community development practitioners to be more intentional in thinking about health outcomes.

• Health-focused planning and development is leading to new funding opportunities.
Questions / Discussion
Thank You!